

TOTAL LOSS

OF THE
SHIP SAN FRANCISCO,

WITH
NINETY-TWO HUNDRED LIVES.

Hundred Soldiers Swept Over-
board by a Single Wave.

er Five Hundred Lives Saved.

rible Hurricanes and Shipwrecks
at Sea.

ful Scenes on Board the San
Francisco.

ANDONMENT OF THE WRECK

de Conduct of a British and Two
American Captains.

val at this Port of Two Hundred and
Thirty of the Survivors in the
British Ship Three Bells.

ENTIC AND FULL ACCOUNTS OF THE DISASTER,

&c., &c., &c.

er a painful suspense of several days, we have
received news of the fate of the ship San Francisco,
those who left this port for her California.

The ship Three Bells, Capt. Creighton, arrived last
night, with the intelligence of the total loss of the
San Francisco, with about two hundred lives, and
the saving of over five hundred—officers of
army, their wives, passengers, soldiers, and officers
crew of the steamer.

Details of this terrible disaster are given in the
wing.

BY OF THE LOG BOOK OF THE THREE
BELLS.

Saturday, 21st December, 2 A.M., saw a light bear-
ing southwest; 2:30 A.M., discovered that the
ship was sinking; supposed they were gone of distress, we
immediately started for her, and at 9:30 passed her stern
found her to be the San Francisco, from New York,
bound to San Francisco, disabled and disabled,
her sails, and, halting her, she wished to remain
until the weather moderated; it then blowing
from south southwest, we again tacked, and in
the morning we told them to keep their hearts up,
as would remain by her until the weather moderated.
On Monday the 1st and 2d of January, beating
at the wreck, the weather too stormy to render them
assistance until 2 A.M. of Tuesday, the 3d, it then
blew our quarter-bow and sent her alongside
the wreck, the ship lying to, to leeward, when
returned with the second officer of the San Francisco,
on coming on to blow, we found that nothing more
could be done that day, so we hoisted the boat up
and by the wreck until the following day, 4th instant,
at 2 o'clock A.M., it becoming more moderate, we
went the quarter-boat down and made five trips to the
deck, saving about 34 persons. It then becoming dark
hoisted up the boat and laid by her until the follow-
ing morning, 5th instant, when we put out the longboat,
kept both boats going all day, saving the people from
wreck. About 11 A.M. we hoisted the boats in,
in the evening all the crew and passengers from the
wreck, we then set sail, and proceeded on our pas-
sage to New York.

STATEMENT BY MR. MELLUS, THE CHIEF
OFFICER OF THE SAN FRANCISCO.

At 9 A.M. Thursday morning, Dec. 21, ship left anchor-
off Quarantine, with light breeze from southwest and
weather, and discharged pilot; bore log, ship mak-
ing 7 1/2 knots per hour. During the night, wind and
sea much the same.

Dec. 24, (sea time).—Moderate breeze from the west,
cloudy weather; employed in landing studding sails,
hoisting all. At about 6 P.M. wind died away to
a light breeze. The weather looking very threaten-
ing, fired all sails; ship going 8 1/2 knots. At 9 P.M.
she came out suddenly and with tremendous force
from the northwest, causing heavy sea. At 10 P.M., ship
heeled to; set fore-spar and fore-stay-sail, when she
sailed off before it; set the fore-sail, and gave the
screw orders to give her all the steam she thought pro-
per; ship went on 10 knots, until 11 P.M., when she
sailed on to a tremendous sea, and all endeavors to
ride her were unavailing; blew away fore-stay-sail; hauled
the fore-sail. At about 12 M. blew away fore-spar
and fore-sail; ordered the troops forward, excepting those who
had lay about the floor of the upper saloon. All this
the ship labored very heavily, laying on through the
night, every sea striking her tremendous blows. The engine stop-
ped, the end of the air pump piston broke
down, and the pump broke down consequently. At
12 M. the sparker blew away, leaving the ship entirely
at the mercy of the winds and waves. Ship now making
no progress. Steam pumps were kept running, and
pumps manned; but the water gaining, the troops
were organized in bailing gales, to pass up water
through the engine room. At 7 A.M. the foremast went
over the side, with all attached, breaking about six feet
above upper deck. At 9 A.M. ship heeled a heavy sea amid
ships, which stripped starboard paddle box, carried away star-
board after wing post, both smoke stacks, all the upper saloon,
striking half the quarter deck through, and washing overboard
large number of soldiers, Col. Washington, Major Taylor
and wife, Capt. Field and two ladies, names unknown, three
children, unknown, all of whom were in the saloon, the
children having been admitted to the saloon, owing to the
severity of the weather. A waiter named Brooks, and the
barber, also a young man named Duckett, the carpenter's
brother, were killed by the crash. Up to this
time the water had been kept under, but this
sea raised the water in the ship so much that the
soldiers could not give up in despair, and it was only by the
valiant exertions of the ship was kept afloat. A gang
of sailors was sent to hold blankets round the shaft to
prevent the flowing in of water—made an attempt to cut
away the mizen mast, but the ship labored so heavily it
was not accomplished.

Sunday, Dec. 25, (sea time).—Heavy gale and sea con-
tinue from northwest, ship labored heavily; all hands
engaged pumping and bailing—night more moderate, and
we got the water down so that the engineers went
to work the air pump—still at work, having overboard
provisions and coal to lighten the ship. About noon
captain brig Napoleon, of Portland, who promised to lay by
us, latter part of the day more moderate.

Dec. 26.—Gale continued fresh from the northwest and
high sea. Engineers at work at the air pump, soldiers
engaged pumping, and lighting the ship. In the
morning the Napoleon was not to be seen by us; latter
part more moderate; employed in clearing wreck of
quarter deck, and about noon spoke brig Maria of Liverpool
who promised to lay by us.

Dec. 27.—Continued with a strong gale from N.W., and
high sea; employed in clearing the wreck, pumping
bailing, and clearing the wreck; out away officers' rooms
and upper deck, and shifted the steering wheel
all on quarter deck. During the night much the same;
nothing to be seen of the Maria. At 10 A.M. started the
engine, it worked about ten minutes, and the bucket
sailing gave out; bent the storm main, but a seaman over-
board, named Alexander. Saw a bark hove to wind-
ward.

Dec. 28.—Continued the same; employed as before; spoke
brig Kirby, of and for Boston from New Orleans, who
promised to lay by us. During the night more moderate.
The Maria, the bark in sight, but a long way off to wind-
ward of us; latter part quite moderate; employed at get-
ting in readiness to disembark passengers. Johnson, a
water, died.

Dec. 29.—Moderate and pleasant, the sea going down quite
fast. The bark sent to board, and Captain Watkins, (of
the San Francisco), went on board; soon returned, and we
commenced disembarking passengers at about 2:30 P.M.
At 3 P.M. ran a hawser to the bark, to which she held on.
Before eight o'clock in getting on board the Kirby
upwards of one hundred persons, men, women, and
children, including Colonel Gates and family, Lieutenants
Leaser and family, Captain Gardner, Lieutenant
Murray, Major Merchant and family, Capt. Judd and
family, Lieut. Fremont and family, Mr. G.W. Asplund,
and Mr. J.L. Graham, also sent on board a quantity of
stores. During the night the wind increased, with equal
weather; at about 10 P.M. the Kirby let go her hawser,
and returned to her own company. The Kirby, latter part
strong breeze from S.W. and cloudy. Louis Thelander
died, a water.

Dec. 30.—Throughout the day a strong gale from the
northwest and cloudy weather, with showers
of rain, the ship labored heavily, and striking
hard under her bows and beams. Carried away the
port after guard. A large number sick and many dying
daily. Hearing coil overboard.

Jan. 1.—Continued with a moderate gale from the south
and west and cloudy weather, the soldiers hearing coil
overboard. During the night much the same. At 2 A.M.
made a ship standing to windward. First guns
throughout the remainder of the night. At 9:30 A.M.
was spoken by the British ship Three Bells, of Glasgow,
and the captain promised to lay by us. Latter part of
the night employed as above. Wm. Wilson, water, died.

Jan. 2.—Throughout the day a strong gale from the
northwest and heavy sea, the ship labored heavily,
employed hearing overboard coil, &c. The
Three Bells still in company, and occasionally passing
close under our bows. Many of the people sick and dying
fast.

Jan. 3.—Continued with a fresh gale from the north-
west and high sea; the wind more moderate. Built two
rafts, and cutting away the ship's gear, stopping leaks,
hoisted one raft, and made it fast. During the
night more moderate; at daylight the raft was gone.
The ship still in company. Latter part much the same,
the Three Bells passing quite close under our bows, in
the north and north-west, and heavy sea, the ship lab-
ored heavily; employed hearing overboard coil, &c. The
Three Bells still in company, and occasionally passing
close under our bows. Many of the people sick and dying
fast.

Jan. 4.—Continued with a moderate gale from the north-
west, and cloudy weather. About 1 P.M. the Three
Bells' boat came alongside. Sent Mr. Gretton, second
officer, on board to charter the Three Bells to the United
States government, through Major Wye, the senior
United States officer on board. During the night a fresh
gale from the northwest, and cloudy weather. Firing
our guns during the night, latter part, moderating a
little, the Three Bells hailing on to windward. At about
5:30 made another sail, running before the wind, and ap-
parently steering for us. Hoisted our colors Union down,
the strange sail shortened sail, and passed close under
our bows. Spoke us, and asked if we wished to leave the
ship, to which Captain Watkins replied he did. The Cap-
tain of the vessel, the Antarctic, from New York, was
verge—then told us to be good cheer, that he would
have us all off; he then filled his mainmast, and shot
ahead some three miles.

Jan. 5.—She wore ship and lowered down two boats,
the Three Bells also sent her boat, and we succeeded
in embarking some seventy or eighty passengers
before night. The Antarctic had her two boats
stove just at night. During the night, moderate and
pleasant, with the prospect of a fair day; first our guns
through the night, and our companions burned blue
lights. At seven A.M. commenced disembarking our
passengers again; latter part quite moderate and pleasant.
The Three Bells' longboat out, and she being short of pro-
visions and water, the longboat was much used for
transporting water and provisions to-day. The Antarctic
was able to lower only one boat for want of crew.

Jan. 6.—Continued moderate and pleasant, getting on
quite fast, and embarking troops and provisions, and
water, disembarked. During the night continued quite
moderate and pleasant; at 7 A.M. commenced again
sailing water, provisions, &c., to the Three Bells, also
the crew; at 10:30 A.M. all out of the ship excepting
Capt. Watkins, Mr. Marshall, (Chief Engineer), and my-
self; we then left, Capt. Watkins being the last. Latter
part a gentle breeze from the west and equally weather.
Capt. Watkins, Mr. T.L. Schell, (Purser), Mr. Barton,
(third officer), and Mr. Mason, (fourth officer), with
Lieuts. Chandler and Charles Winder, Mr. Rankin, and
Washington Duckett, (carpenter). Excepting the above,
all officers of the ship and army return in the Three Bells.

VISIT OF OUR REPORTER TO THE THREE
BELLS.

STATEMENT OF LIEUTENANT WINDER, U.S. ARMY.

As soon as the Three Bells arrived in port we despatched
one of our reporters on board, to learn all the facts
connected with the unfortunate occurrence, and at whose
solicitation Lieut. Winder, of the United States Army, dic-
tated the following statement of the melancholy occur-
rence, which will be found highly interesting.

SHIP THREE BELLS,
At Sea, Friday Jan. 6, 1854.

The steamer San Francisco, as you are aware, sailed
from New York on the 22d of December, with United
States troops, bound for California. The day was beau-
tiful, and everything promised a pleasant and prosperous
voyage. The ship was well provided with everything
which could render us comfortable, and every luxury that
could be procured was placed on board. All these things,
together with the gentlemanly and efficient officers of
the ship, and pleasant company in the cabin, served to
render our passage agreeable. But, alas for all human
ambitions! About nine o'clock the second day
out a gale sprung up, and continued to increase
all night. At daylight it was perfectly frightful. During
the night I think about 15 o'clock our engine gave out,
and soon after our foremast was carried away, and
left us entirely at the mercy of the wind and waves.
The scene in the cabin during this time was truly dis-
tressing. Nearly all had turned out of the staterooms,
despairing of the countenances of all. A few of us
who occupied the upper cabin left it and went below;
and well it was for us, for soon after I think about 8 o'clock
—a sea broke over our starboard wheelhouse, and with
frightful force dashed against the cabin, carrying away
all of the cabin, and about one hundred and fifty people,
among whom were Col. J. M. Washington, Major Geo.
Taylor and his wife, Capt. H. B. Field, and Lieut. Smith.
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Previous to falling in with the Three Bells, a sort
of comical diarrhea broke out among the men, from
eating potted meat and pickled cabbage. It carried off
about one hundred of the passengers, who were
taken sick, and in a few hours died.

The return was brought them back. I had gone below
but a few moments before this terrible crash, and was
lying at the foot of the steps at the time. I never expe-
rienced such a sensation as when the water came pouring
into the cabin, together with the debris of the upper
cabin, down upon my head and breast. I was swept
about the cabin with terrible force, but after three at-
tempts succeeded in regaining my feet. I supposed that
the ship had broken in half, and that we were fast sink-
ing. I followed after some I saw going on deck, and on
reaching it my blood ran cold at the sight of the
poor fellows struggling among the fragments
in the sea. The waves were high, and, in fact,
expected ourselves that we should go down, and
every minute. With great difficulty we clung to the
deck, the sea making a perfect breach over us, and
the cold so great that an hour longer must have
finished us. Close by me was Major Wye, his young
wife and babe. It was truly a heart-rending sight.
The poor child must have been nearly frozen.
About this time Mr. Mollis, the first officer of the ship,
than whom no braver seaman lives, came aft with an
axe; this not only surprised me, but greatly raised my
hopes. I watched him closely until he approached the
only remaining mast. He attempted to cut it away, but
the sea was so high that he was unable to do it. This was
the first time I was aware that the ship was not full of
water. Soon after that our gallant Commodore Watkins
came along. I asked him what our chances were; he re-
plied, "Good." I then determined to get into the cabin.
The sea was running very high at the time, and the
wreck was strewn on each side with pieces of the wreck
scattered here and there, with men and women clinging
to the pieces in order to save themselves. In a few mo-
ments all was still, none of them appearing. Not a
sound was heard except the dismal moaning of the wind.
On looking around, I saw Lieut. Murray standing at the
mizenmast. I went aft to him, and held on there for
awhile, until the first mate came to cut it away, which
he failed in doing owing to the roughness of the sea. I
then went forward to where I was, and saw Major
Wye, his wife and child, Lieut. Chandler, Van Vorst,
and Dr. Satterlee. We talked over our chances for
surviving twenty minutes. At that time two negroes came
along with life preservers, and one of the soldiers and a
man came; but it was so cold that we thought it would
be only prolonging our misery, and thinking that the vessel
would go down every minute, we did not use them. The
sea was making a breach over us at every roll. About
this time we discovered that there were many persons in
the lower cabin under us, principally ladies. Two or
three of us were determined to go down, and afterwards
induced Major Wye to go down there with his wife and
child. We found that the ship was not in as bad a con-
dition as we thought she was. We found three col-
lected, in the after part of the cabin, a number
of the officers' ladies, who were in as dry a place
as they could find. A portion of the cabin was broken
down, and the first struck, as I previously stated. We
then covered ourselves up with wet blankets, for we were
nearly frozen, and we went off our clothing on at the
time. Here we remained the greater part of the night,
supposing the vessel would sink some time during the
evening. Capt. Watkins came in and requested that we
would all go out to hailing the ship, in order to keep her
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relieved by others, each party bailing two hours each.
We kept this up all that night, water gaining on us, and
our pumps failing to work. This bailing was kept up four
or five nights, until the pumps got to working again,
and the sea went down. We then gained on the
water, and by great exertions of the engineers, suc-
ceeded in clearing the ship of water for the time.
The captain and officers of the ship with great exertions
succeeded in stopping the water leaks and repairing the
decks with all pieces of sails and otherwise patching them
up to stay and save the ship. We kept bailing of three or
four men at each end of the shaft, to prevent the water
coming in there, where it could be the most harmful. About
this time we were cheered with the prospect of seeing the
mainland in the distance, so that the vessel might get
into port. A temporary steering apparatus was erected,
and an attempt was made to get the ship under weigh,
which up to this time had been the mercy of the waves.
After one or two revolutions of the wheel it was pro-
nounced hopeless to attempt anything further. All that
could be done, said the engineers, was to keep the pumps
working. During all this time the ladies behaved admir-
ably, and no complaint was made by them. Two or three
days afterwards we saw two sails; one of them did not
heed up, but the other came alongside of us and spoke us.
The one that spoke us first was the Napoleon. The captain
and he were about 100 miles apart, and we each him off
a quantity, and she went off during the night. During
this time we were lightening the ship by throwing
overboard all heavy articles that we could get at.
We made ourselves as comfortable as possible, and got
something to eat, and began to get some dry clothes, and
what had been wet for nearly two weeks. The next ship
that appeared was the British brig Maria, but she took
none of the passengers from us. All this time we had
very rough weather, until the bark Kirby spoke us. An
officer went on board and made a contract to take all
the passengers off and take them to the nearest port.
Captain Watkins stayed behind to make one effort to save
the ship; he called for volunteers, and in ten minutes he
had the number required to stay by him. As soon as
some of the passengers arrived on board the Kirby we sent
some twenty men on board to lighten his vessel by
throwing a portion of the cargo overboard. About 2 P.M.
we commenced transshipping the ladies and children
in small boats, and by night succeeded
in getting about one hundred in all—men, women
and children—on board the Antarctic, from New York, was
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Captain Watkins stayed behind to make one effort to save
the ship; he called for volunteers, and in ten minutes he
had the number required to stay by him. As soon as
some of the passengers arrived on board the Kirby we sent
some twenty men on board to lighten his vessel by
throwing a portion of the cargo overboard. About 2 P.M.
we commenced transshipping the ladies and children
in small boats, and by night succeeded
in getting about one hundred in all—men, women
and children—on board the Antarctic, from New York, was
verge—then told us to be good cheer, that he would
have us all off; he then filled his mainmast, and shot
ahead some three miles.

Jan. 6.—She wore ship and lowered down two boats,
the Three Bells also sent her boat, and we succeeded
in embarking some seventy or eighty passengers
before night. The Antarctic had her two boats
stove just at night. During the night, moderate and
pleasant, with the prospect of a fair day; first our guns
through the night, and our companions burned blue
lights. At seven A.M. commenced disembarking our
passengers again; latter part quite moderate and pleasant.
The Three Bells' longboat out, and she being short of pro-
visions and water, the longboat was much used for
transporting water and provisions to-day. The Antarctic
was able to lower only one boat for want of crew.

Jan. 6.—Continued moderate and pleasant, getting on
quite fast, and embarking troops and provisions, and
water, disembarked. During the night continued quite
moderate and pleasant; at 7 A.M. commenced again
sailing water, provisions, &c., to the Three Bells, also
the crew; at 10:30 A.M. all out of the ship excepting
Capt. Watkins, Mr. Marshall, (Chief Engineer), and my-
self; we then left, Capt. Watkins being the last. Latter
part a gentle breeze from the west and equally weather.
Capt. Watkins, Mr. T.L. Schell, (Purser), Mr. Barton,
(third officer), and Mr. Mason, (fourth officer), with
Lieuts. Chandler and Charles Winder, Mr. Rankin, and
Washington Duckett, (carpenter). Excepting the above,
all officers of the ship and army return in the Three Bells.

VISIT OF OUR REPORTER TO THE THREE
BELLS.

STATEMENT OF LIEUTENANT WINDER, U.S. ARMY.

As soon as the Three Bells arrived in port we despatched
one of our reporters on board, to learn all the facts
connected with the unfortunate occurrence, and at whose
solicitation Lieut. Winder, of the United States Army, dic-
tated the following statement of the melancholy occur-
rence, which will be found highly interesting.

SHIP THREE BELLS,
At Sea, Friday Jan. 6, 1854.

The steamer San Francisco, as you are aware, sailed
from New York on the 22d of December, with United
States troops, bound for California. The day was beau-
tiful, and everything promised a pleasant and prosperous
voyage. The ship was well provided with everything
which could render us comfortable, and every luxury that
could be procured was placed on board. All these things,
together with the gentlemanly and efficient officers of
the ship, and pleasant company in the cabin, served to
render our passage agreeable. But, alas for all human
ambitions! About nine o'clock the second day
out a gale sprung up, and continued to increase
all night. At daylight it was perfectly frightful. During
the night I think about 15 o'clock our engine gave out,
and soon after our foremast was carried away, and
left us entirely at the mercy of the wind and waves.
The scene in the cabin during this time was truly dis-
tressing. Nearly all had turned out of the staterooms,
despairing of the countenances of all. A few of us
who occupied the upper cabin left it and went below;
and well it was for us, for soon after I think about 8 o'clock
—a sea broke over our starboard wheelhouse, and with
frightful force dashed against the cabin, carrying away
all of the cabin, and about one hundred and fifty people,
among whom were Col. J. M. Washington, Major Geo.
Taylor and his wife, Capt. H. B. Field, and Lieut. Smith.
Taylor and his wife, Capt. H. B. Field, and Lieut. Smith.

Previous to falling in with the Three Bells, a sort
of comical diarrhea broke out among the men, from
eating potted meat and pickled cabbage. It carried off
about one hundred of the passengers, who were
taken sick, and in a few hours died.

The return was brought them back. I had gone below
but a few moments before this terrible crash, and was
lying at the foot of the steps at the time. I never expe-
rienced such a sensation as when the water came pouring
into the cabin, together with the debris of the upper
cabin, down upon my head and breast. I was swept
about the cabin with terrible force, but after three at-
tempts succeeded in regaining my feet. I supposed that
the ship had broken in half, and that we were fast sink-
ing. I followed after some I saw going on deck, and on
reaching it my blood ran cold at the sight of the
poor fellows struggling among the fragments
in the sea. The waves were high, and, in fact,
expected ourselves that we should go down, and
every minute. With great difficulty we clung to the
deck, the sea making a perfect breach over us, and
the cold so great that an hour longer must have
finished us. Close by me was Major Wye, his young
wife and babe. It was truly a heart-rending sight.
The poor child must have been nearly frozen.
About this time Mr. Mollis, the first officer of the ship,
than whom no braver seaman lives, came aft with an
axe; this not only surprised me, but greatly raised my
hopes. I watched him closely until he approached the
only remaining mast. He attempted to cut it away, but
the sea was so high that he was unable to do it. This was
the first time I was aware that the ship was not full of
water. Soon after that our gallant Commodore Watkins
came along. I asked him what our chances were; he re-
plied, "Good." I then determined to get into the cabin.
The sea was running very high at the time, and the
wreck was strewn on each side with pieces of the wreck
scattered here and there, with men and women clinging
to the pieces in order to save themselves. In a few mo-
ments all was still, none of them appearing. Not a
sound was heard except the dismal moaning of the wind.
On looking around, I saw Lieut. Murray standing at the
mizenmast. I went aft to him, and held on there for
awhile, until the first mate came to cut it away, which
he failed in doing owing to the roughness of the sea. I
then went forward to where I was, and saw Major
Wye, his wife and child, Lieut. Chandler, Van Vorst,
and Dr. Satterlee. We talked over our chances for
surviving twenty minutes. At that time two negroes came
along with life preservers, and one of the soldiers and a
man came; but it was so cold that we thought it would
be only prolonging our misery, and thinking that the vessel
would go down every minute, we did not use them. The
sea was making a breach over us at every roll. About
this time we discovered that there were many persons in
the lower cabin under us, principally ladies. Two or
three of us were determined to go down, and afterwards
induced Major Wye to go down there with his wife and
child. We found that the ship was not in as bad a con-
dition as we thought she was. We found three col-
lected, in the after part of the cabin, a number
of the officers' ladies, who were in as dry a place
as they could find. A portion of the cabin was broken
down, and the first struck, as I previously stated. We
then covered ourselves up with wet blankets, for we were
nearly frozen, and we went off our clothing on at the
time. Here we remained the greater part of the night,
supposing the vessel would sink some time during the
evening. Capt. Watkins came in and requested that we
would all go out to hailing the ship, in order to keep her
astead. Two officers went out at a time, and they were
relieved by others, each party bailing two hours each.
We kept this up all that night, water gaining on us, and
our pumps failing to work. This bailing was kept up four
or five nights, until the pumps got to working again,
and the sea went down. We then gained on the
water, and by great exertions of the engineers, suc-
ceeded in clearing the ship of water for the time.
The captain and officers of the ship with great exertions
succeeded in stopping the water leaks and repairing the
decks with all pieces of sails and otherwise patching them
up to stay and save the ship. We kept bailing of three or
four men at each end of the shaft, to prevent the water
coming in there, where it could be the most harmful. About
this time we were cheered with the prospect of seeing the
mainland in the distance, so that the vessel might get
into port. A temporary steering apparatus was erected,
and an attempt was made to get the ship under weigh,
which up to this time had been the